

Contact

Magazine for and about members of the 349th Air Mobility Wing
Travis Air Force Base, California

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Pacific Warrior '99

see story, pgs. 6-7

Commander's corner

by Col. Gerald A. Black
349th AMW Commander

MEI... UEI... QAFA... UCI... Throughout the years the acronyms have changed, and some of the procedures, but not the intent. Whatever the name, the purpose of inspections has remained the same: to ensure readiness.

The 349th Air Mobility Wing boasts a long history of excellent inspection results. Why? First of all, this unit has always been made up of dedicated professionals who want to be here. Another reason is teamwork.

Reservists, air reserve technicians, civilians, whatever the status, each is an equal and valued member of the team. Furthermore, our reservists like to shine. Take any task, large or small, they do it well, do it right and define the standard by which others are measured.

I am certain that the 349th will do well in February's Unit Compliance Inspection because you are willing, not only to pull off the big complicated missions and jobs, but to "sweat the small stuff."

By this, I mean the thousands of details that make up any assignment, the endless paperwork that defies description.

Files and publications, computer compliance and training records and any and all documentation; the list seems endless but each has a purpose, and all must be checked and rechecked before the inspectors arrive.

It's not the most glamorous of missions, but exceptional performance always demands exceptional preparation, whatever the assignment. This wing is fully capable of earning the highest rating possible. We've done it in the past; we can do it again next month.

Because I'm confident that you will approach this inspection with your usual pride, skill and dedication, the results will once again demonstrate why I consider the 349th AMW to be the most outstanding wing in the Air Force.✈



Command Chief Master Sergeant's corner

by Chief Master Sgt. Anthony L. Maddux
349th AMW Command Chief Master Sergeant

One new program designed and built for future conflicts that we need to know and understand is the Expeditionary Aerospace Force or EAF. Air Force leaders implemented this concept because we are a smaller force with more worldwide commitments. Teamwork, stability, and Total Force are just some of the reasons why the EAF was created in this fast changing world.

New threats, new technologies, and new tools have changed the way we prepare for conflicts. The Expeditionary Aerospace Force defines our structure, culture and operations - to become a lighter, leaner and more lethal force, which is prepared to make and keep the peace.

We have already implemented the first EAF rotation, with two of the ten Aerospace Expeditionary Forces being set in place to meet Air Force global responsibilities. Wings or portions of wings will comprise an Aerospace Expeditionary Force or AEF. Each AEF will have a 90-day period each 15 months to be the primary force during operations. One area that is a bit confusing to people is the difference between the EAF

and AEF.

Simply put, the AEF are components which make the EAF. Each AEF will be integrated with a mix of people and equipment to meet mission requirements. During their time together, they will plan and train together as a team. Stability results from each AEF being on a set, 15-month cycle with a 90-day window for deployment. The results are that units and people can plan around their own AEF requirements. Total Force in the AEF means everyone will share some of the responsibility by carrying a portion of the load.

Since this is a new concept and process, the AEF will be refined and adjusted as we go on and learn from our experiences. At a recent conference, Chief Master Sgt. of the Air Force Jim Finch told us that the Air Force will evaluate changing many current "annual" programs to fit the AEF schedules. Therefore, we may see annual programs reflect 15 versus 12 month periods. I believe the 349th Air Mobility Wing will transition and succeed in the AEF because of our many outstanding people. It has been said many times that the backbone of the service is the enlisted force. That statement is clearly borne out by the enlisted men and women of the 349th AMW. ✈



Contact



349th Air Mobility Wing
Office of Public Affairs
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Office hours: Monday through Friday and UTAs:
7:30 a.m. - 4:30 p.m.
Office Phone: (707) 424-3936
Fax: (707) 424-1672

Commander:

Col. Gerald A. Black

Chief, Public Affairs:

Capt. Tania L. Daniels

Deputy Chief:

Mr. Ronald C. Lake

Public Affairs Assistant:

Staff Sgt. Patti Holloway

Public Affairs Officers:

Maj. Anne F. Macdonald

2nd Lt. Dawn J. Young

Public Affairs NCOIC:

Senior Master Sgt. Ronald C. Lake

CONTACT Staff Writers:

Technical Sgt. Marvin Meek

Technical Sgt. Kevin B. Jackson

Staff Sgt. Shayne Sewell

Staff Sgt. Robin M. Jackson

Editor:

Staff Sgt. Shayne Sewell

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Staff Sgt. Tauri J. Schow, aeromedical technician, 349th AES, points to the location where she wants the next litter placed during a C-130 engine running on-load at Wheeler Army Field, Hawaii, during Operation Pacific Warrior '99.

(Photo by Technical Sgt. Kevin B. Jackson)

Annual award winners ring in new year

by Maj. Anne F. Macdonald

Senior NCO of the Year



Superb initiative and leadership are the qualities that best personify the 349th Senior NCO of the Year for 1999, according to Lt. Col. Abigail

Uptegraff, commander, 349th Aircraft Generation Squadron. In fact, Senior Master Sgt. Gregory McGee is directly responsible for the dramatic

improvement of the AGS Gold Sortie Generation Flight, she stated.

Under McGee's guidance, flightline production improved by 35 percent, and training became more consistent and effective.

McGee, the AGS Gold Sortie Generation flight chief, was just as effective out on the flightline, where his skillfully orchestrated support of critical airlift operations affected world events from Kosovo to Iraq to Turkey. Because of his efforts, the

349th launched aircraft, which delivered 2,700,000 tons of cargo and 1,783 passengers. He also helped maintain the monthly mission capable rate of 66.7 percent.

In his civilian life, McGee is an active member of the Vacaville Youth Roundtable, and is a volunteer coach for two soccer teams. He also organized a fund-raiser to buy playground equipment for Fisher House Park near David Grant Medical Center.

NCO of the Year



The 349th 1999 NCO of the Year analyzed a massive hydraulic leak in the main landing gear of a C-5, found the problem, obtained the replacement parts, coordinated

the maintenance, and launched the aircraft, destined for a high-visibility presidential support mission, in only 30 minutes.

Just another job for Technical Sgt. Carl Carlson, a crew chief in the

349th Aircraft Generation Squadron, who also managed all the personnel and resources necessary to rebuild a cannibalized aircraft in three days, well under the norm of seven.

Carlson, a member of the Blue Sortie Generation Flight, developed training guidelines which enabled mechanics transitioning from other aircraft to qualify on the C-5 as quickly as possible.

Carlson is noted for thrift and sensibility, and has researched and modified C-5 parts to make them easier to replace, cheaper, and safer, making him a major contributor to

the 60th AGS Continuous Improvement Program, and lauded by the commander. Carlson, who has earned NCO of the Year and of the Quarter honors for the 349th Logistics Group, is also an accomplished recruiter, personally bringing two enlistees into the wing.

On the civilian side, Carlson planned, organized and conducted the "Feed the Hungry" program, which serves up to 450 people monthly, refurbishes homes for low-income families, and volunteers as a teacher's assistant at Cooper Elementary School.

Airman of the Year



An 82nd Aerial Port air transportation specialist is the 349th Airman of the Year for 1999. Senior Airman Philip G. Patterson, an information

controller and load planner, was cited not only for his expertise, but his initiative and willingness to instruct and mentor others.

Patterson developed flowcharts to train both subordinates and newly-

assigned noncommissioned officers in complex inbound and outbound aircraft information controller duties. He earned his five-level in minimum time, and volunteered to attend the Air Mobility Command Affiliation Course, graduating with honors. During his annual tour at Kadena Air Base, Japan, his job performance earned him the title of Outstanding Airman for the Air Terminal Operations Center.

Patterson is a volunteer member of the Oil Spill Recovery Organization, and on his own time, responds as supervisor for the

emergency response team. He is also a certified Department of Transportation Hazardous Material instructor.

In civilian life, Patterson, an employee of TOSCO Oil Refinery, Martinez, Calif., was recognized for developing safety courses for his employer, serves on many committees in his church, and volunteered to palletize cargo destined for earthquake relief in Nicaragua.

"His positive and outgoing personality and excellent communication skills serve as a role model for the Air Force," stated Lt. Col. Sandra Yope, 82nd APS commander.

Unit Compliance Inspection, Feb. 10-15, be ready!

by 2nd Lt. Dawn J. Young

The 349th Air Mobility Wing not only saw a new year roll around when January came into view, but also its chance to participate in a new readiness inspection process.

Previous readiness inspections have gone by names like, Quality Air Force Assessment or Unit Effectiveness Inspection, but now the Air Force will be assessing wing readiness with a Unit Compliance Inspection, slated for Feb. 10-15.

The last time the wing's readiness was put under the microscope was in 1996. At that time, the QAFA noted that the wing had done a superb job. This year, the wing is expecting similar results.

The 50-member UCI team will be comprised of active duty, guard, civilian and reserve members. As with all inspections, the wing will receive a grade from this

team. The grade will be either pass or fail. In addition, the team will be looking for best practices and superior performers.

No matter what the name of the inspection, the underlying theme is the same. Are we, as a wing, ready to do our mission in a war or peacetime environment? "Readiness is the focus of this inspection," said Col. Robert E. Lytle, Air Force Reserve Command Inspector General. "Everything must relate to readiness."

While here, the team will be focusing its inspection on issues such as: safety, financial responsibility, to include the government charge card program and time and attendance, education and prevention of sexual harassment, security awareness training and education, and orderly room functions to include squadron training programs, force protection and family care programs.

"If you look at all the programs being inspected, one can see that they all deal directly with the readiness of

the Air Force member," said Lt. Col. Truman Lum, 349th AMW Deputy Support Group Commander and officer in charge of the wing's UCI preparation team.

When an airman is getting ready to deploy, one item checked is whether or not the airman knows how to do his or her job. But, that is not the only factor that plays into his or her readiness.

If the member has a family, has the airman taken care of his or her family needs? Has the airman been trained in safety issues and financial responsibility? "The Air Force understands that being 'ready' to deploy is more than just knowing one's job," said Lum. "The inspection looks at readiness as a whole and how that, in turn, affects the airman."

"I have no doubt that the 349th AMW will do an outstanding job in the UCI," commented Col. Gerald Black, 349th AMW Commander. "We do our mission every day and we do it right. The UCI team will be here to validate that effort." ✈

Medical group prepares for inspection

by Staff Sgt. Patti Holloway

The year 2000 seems to be the year of the inspection and the 349th Medical Group will not be left out. The Aeromedical Staging Squadron is scheduled for a Health Services Inspection, Feb. 3-6 and the Medical Squadron is scheduled for a Health Services Inspection Feb. 10-13.

This is an exciting time for the medical side of the house. These inspections will enable them to showcase why "Team Travis" works and works well.

In previous years the active duty and reserve were inspected using a specific edition of the Health Service Inspection Guide. This year

the 349th Medical Squadron will be inspected using the same standards as their active duty counterparts.

Some of the changes include differences in format, scoring and AFI-driven evaluation criteria. "We are looking forward to the arrival of the inspection teams. We have amazing people who are constantly working over and above what is reasonably expected to accomplish our missions; we are up to the challenge" said Chief Master Sgt. Mark Kloeppel, 349th Medical Group Manager.

The 5-member team for each inspection will be comprised of Air Force active duty and Air Force Reserve Component personnel

assigned to the Air Force Inspection Agency, Kirtland AFB, N.M.

Inspectors will determine whether or not an area meets the requirements of the specific process in each of these four categories: leadership and executive management, medical readiness, operational and preventive health services and health care support.

Once areas have been reviewed, an overall assessment of the medical units' performance will be determined. "The personnel here are the best I have worked with throughout my career. These teams will validate what we already know. We are the best," said Col. Cynthia A. Jones Sanders, commander, 349th MG. ✈

Pacific Warrior '99 provides more than

Story and photos by
Technical Sgt. Kevin B. Jackson

Sergeant Thomas O'Reilly's left leg is amputated just above the left knee. He is under the care of a 349th Aeromedical Evacuation Squadron crew on a flight from South Korea to Hickam AFB, Hawaii. Fortunately, O'Reilly is a mannequin and a simulated patient in Operation Pacific Warrior '99, a dress rehearsal for a possible future emergency deployment on the Korean peninsula that was conducted entirely on the Hawaiian island of Oahu from Nov. 1-22, 1999.

Operation Pacific Warrior '99 integrated all combat health support activities in a simulated medical mission in the Pacific region that was designed to provide real world, scenario-driven training under stressful and challenging field conditions, according to Army Sgt. Maj. Charles Stuard, exercise sergeant major. It involved 1,300 medical personnel from the Army, Navy, Air Force and Marines, including active duty, Reserve and National Guard components.

Working 12-hour shifts round-the-clock, the 349th AES and 349th Aeromedical Staging Squadron participated in more than 30 missions in four days. The ASTS's 25 participants worked alongside their counterparts from Luke AFB, Ariz. and McGuire AFB, N.J. shuttling patients between the air staging facility and aircraft. The AES, which had the largest Air Force contingent with 52 participants, provided medical care on flights from Hickam AFB and Wheeler Army Air Field.

Operation Pacific Warrior '99 provided the squadrons with more than just traditional aeromedical training. Working side-by-side out of the same hangar, they found their ability to survive and operate in a threat environment put to the test. Surprise chemical attacks forced the squadrons to perform their wartime missions in various levels of chemical protective gear.

"We all donned the chem gear," said Lt. Col. Debbie

Aspling, 349th AES commander. "It's important for us to improve our ability to operate in those environments, to sharpen our skills and do it more often so that we are comfortable with the limitations that the protective devices and the environment provide once it becomes a threat."

While battling the challenges of the threat environment, participants provided medical care for patients with realistic moulage and simulated wartime injuries. An aeromedical evacuation operations team kept the flow of patients moving smoothly through the air staging facility. It also provided aircraft medical crew directors with detailed load plans indicating the loading order and placement of patients on each aircraft.

"We found that we were able to move the patients through pretty

fast," said Maj. Barbara Cummins, 349th AES and AEOT flight clinical coordinator.

"We had large loads on both in-bound and out-bound missions at the same time," added Technical Sgt. Ronald Corley, a 349th ASTS medical technician. "Because they were primarily mannequins with realistic moulage, we had to treat them just like they were patients, even with our chemical warfare suits on. It was very difficult; certainly more difficult than simulating with an empty bed."



Maj. Debra A. Muhl, clinical nurse, 349th AES, checks a patient's record aboard a C-141 aeromedical evacuation flight.



Technical Sgt. Ronald P. Corley (front left), and Staff Sgt. Marcus W. Cummings (front right), 349th ASTS medical service assistants, carry an ambulatory patient from the air staging facility to a truck for transport to an awaiting aircraft.

just traditional aeromedical training



Technical Sgt. Donna M. Broussard, aeromedical technician, 349th AES, straps down medical equipment to a litter prior to an evacuation flight.

Aero-medical evacuations proved to be anything but an escape from the threat environment on the ground for 349th AES crews. They flew in C-130, C-141 and KC-135 aircraft, which were configured differently to accommodate varying patient loads.

“Being certified on C-

130s doesn’t exactly give you the chance to train on some of the more aggressive scenarios like engine running onloads,” said Master Sgt. Thomas Kamin, a 349th AES medical examiner. “Even with the C-141 missions we flew, we’ve never actually taken on a large number of patients, floor loaded them all in a tight period of time and flew it that way. It was very valuable training.”

Perhaps the most valuable aspect of the exercise was developing interoperability between the services. “This was the first time we’ve participated away from our base in an exercise with the Army, having numerous scenarios going,” said Aspling. “The chaos created wasn’t artificial, it was real.”

“Since we know when we deploy it will be a joint effort, we need to know how the Army, Navy and others work,” said Technical Sgt. Donna Broussard, 349th AES medical technician. “It also gave them an opportunity to learn how we operate.”

While the clinical aspects aren’t in question, according to Aspling, it is the ability to survive and operate in threat environments during contingent operations and within the Air Expeditionary Force concept that necessitate participation in exercises like Operation Pacific Warrior ’99.

It was 349th ASTS medical technician Staff Sgt. Marcus Cummings’ first exercise and he also believes they are important. “Because it is our wartime mission, we need to participate in more of these exercises to familiarize everyone with their specific duties,” he said.

“Our expectation was mainly to get some training and experience,” said Col. Bart Aspling, 349th ASTS

commander, at the conclusion of the exercise. “We also wanted to give our squadron experience working with other squadrons. In terms of team-building and the ability to become effective members

of an operating team from multiple backgrounds, they have performed exceptionally well.”

“One of our folks said that in their many years in the Air Force Reserve, this was the most valuable training they had ever received because it gave them the biggest picture of what their mission and role truly is,” added Lt. Col. Debbie Aspling.

That’s particularly good news for live patients, who, like the mannequin O’Reilly, may require critical medical care during evacuations from future real world crisis. ✈



349th AES medical examiner, Master Sgt. Thomas D. Kamin, checks to ensure that floor-loaded litters on a C-141 aircraft are secured tightly.



Maj. Faye Y. Carlson, clinical nurse, and Staff Sgt. Marcus W. Cummings, from the 349th ASTS tend to a patient in the air staging facility at Hickam AFB, Hawaii.

First sergeant garners annual award

by Maj. Anne F. Macdonald

"The 349th Air Mobility Wing First Sergeant of the Year for 1999 exemplifies the Air Force core value of service before self," said Maj. Richard Weller, commander, 55th Aerial Port Squadron. "Master Sgt. David Newman epitomizes the term leadership by motivating his people with enthusiasm, confidence and the desire to improve the morale of the 55th Aerial Port Squadron," he added.

Weller credits his first sergeant with being a major reason for the squadron's excellent showing during its last Operational Readiness Inspection, and for being exceptionally gifted in working through difficult issues with his people to

achieve positive results.

Using skills, training and knowledge from his many military roles, Newman produced interesting and informative briefings on quality of life issues, security, morale and mentoring. He developed and implemented a means of tracking government credit card accounts, reducing debt balance and payoff time, and incidentally saving careers in the process.

Newman is noted for revitalizing such programs as weight management, family care, mentoring, and the booster club to increase the participants' success and enhance unit esprit de corps.

He personally created the 55th APS airmen of the quarter program, and volunteered to be the overall

coordinator of the fiscal year 2000 Enlisted Workshop.

An active member of several committees, Newman energized the squadron's "Re-Blue" program, garnering a 100 percent compliance rate, and was recognized for his assistance with the Travis Air Expo, and several enlisted recognition luncheons.

An effective, natural leader of fund-raising, holiday toy and food and other charity drives, Newman is always first with outreach suggestions, encouraging and inspiring others to get involved.✈



Travis team enters new year with maintenance awards

by Maj. Anne F. Macdonald

The combined efforts of the 349th and 60th Aircraft Generation Squadrons have earned them the coveted 15th Air Force Maintenance Effectiveness Award for Best Aircraft Maintenance Squadron (large) for 1999.

"It is nice to see the squadron win this award and is a reflection on the hard work and dedication of the personnel assigned," said Chief Master Sgt. Robert W. Waggonner, superintendent, 349th AGS.

This award recognizes maintenance units which have best managed their resources, and whose accomplishments included maintenance and repair, as well as getting aircraft off the ground safely and on time to effectively carry out the mission.

The 349th and 60th AGS maintainers teamed up to deliver strategic air power around the globe, from Antarctica to Zimbabwe and

back again.

Their efforts ranged from wartime contingencies in Iraq and Kosovo to humanitarian relief flights to the Caribbean in the wake of Hurricanes Georges and Mitch, to Turkey, devastated by earthquakes. They also worked the resupply of the National Science Foundation program in Antarctica.

Despite a hectic operations tempo, the Travis maintainers led the fleet in keeping its C-5s ready for flight and then getting the aircraft off the ground safely and on time.

"In my 30 years in the reserve associate program I have never seen the total force concept as strong as it is between the 349th and 60th AGS. The leadership in the 60th AGS from the commander, Lt Col (Select) James Hannon down, have made a conscious effort to make the personnel in the 349th AGS feel a part of "Team Travis". Our personnel work along side the 60th AGS personnel in a seamless maintenance effort and

contribute daily to C-5 aircraft generation," said Waggonner.

The 349th and 60th Air Mobility Wings have also been named the winner for the 1999 Air Mobility Command trophy for aircraft maintenance for the second year in a row.

"Col. Bickley, the 60th Logistics Group commander, his deputy, squadron commanders and his whole organization are absolutely in step with the Total Force reserve contribution," said Col. William F. Rollin, commander, 349th Logistics Group.

They not only did it well, but for less money, saving more than \$500,000 through innovative ideas. In validation of their efforts, Travis hosted the Daedalian Evaluation team as Air Force Finalists in 1998.

"These people do great things and deserve the great recognition that Air Mobility Command has bestowed on them to be nominated for the Clements McMullen Memorial Daedalian Maintenance Trophy at the Air Force level," said Rollin.✈

Couple finds passion for flying - together

by Anthony Larson
60th AMW Services Squadron

For years Master Sgt. Rick Hopper, 749th Aircraft Generation Squadron, made a career of flying as a KC-10 Extender crew chief. Naturally, his love of flying led him to take private lessons so he could fly for his own enjoyment.

"I started flying when I was down at March AFB," Hopper said. But because his wife, Sam, easily became air sick and did not share his interest in flying, "I just kind of gave it up."

That's where things stood for years, until recently when Hopper and his brother-in-law persuaded Sam to join them for a quick hop to Las Vegas in a small plane.

"She absolutely loved it," Rick said. As a result, plans were made to finish the flying lessons he began years ago. However, this time Sam would be taking classes right along with him.

"For 20 years I've watched him look at small airplanes and go to air shows," Sam said. "Now that our son's grown up, maybe it's not

fair of me to hold him back. But I didn't want our lives to go in different directions. So I thought, I just better suck it up and get some courage.

"About three weeks into it I finally started feeling in control of the airplane, airsickness was gone and



the fear was gone. Then it became a passion!" Sam said.

Rick notes that because of his experience he has progressed a little faster than his wife. "I'm already done with my private license. I'm in the instrument ground school right now. While I'm in the instrument ground school, she's flying — finishing her private license."

On her third go-around during her solo flight Sept. 2, she had an F-18 fly right next to her, at the same altitude, right over the airport. "I

didn't know what to do with that. I was just in awe, watching it go by."

According to the Hoppers, flying is an extraordinary experience. Sam feels that people who are hesitant to fly for one reason or another should "... open up their minds cause they're missing a lot of fun. I had no idea that this was so much fun."

The FAA requires a minimum of 40 hours flying time to obtain a pilot license, which translates into the average student paying between \$3,000 and \$4,000.

Through the Aero Club, however, students can expect to pay between \$2,500 and \$3,500.

Tuition assistance is available to offset expenses for active duty members, and Veterans Administration benefits are available for advanced courses.

The Aero Club program is self-paced, allowing beginners and the more experienced to move forward confidently, according to Larry Orr, Aero Club manager.

Flying the recommended two to three times a week, using the club's fleet of nine aircraft, a student can secure a license in as little as three to four months, Orr said. ✈

Logistics Group wins Air Force Association award

by Maj. Anne F. Macdonald

Two Travis maintenance squadrons teamed up to win the Air Force Association's Citation of Honor, given for outstanding contribution to national defense in 1999.

The 349th Equipment Maintenance Squadron teamed up with its active duty counterpart 60th EMS to snag the award for "significantly exceeding standard performance," according to the award citation.

Among their many achievements, the squadrons repaired and maintained Travis C-5 and KC-10 aircraft, both here and at locations

ranging from Antarctica to the Middle East.

Closer to home, they broke records for refurbishing aircraft ahead of schedule, saving many hours of time and labor. Innovations by the squadrons' personnel resulted in rewritten technical and modification orders and checklists, thus ensuring aircraft were mission ready in minimum time.

The 349th and 60th EMS worked together to return serviceable assets into the supply system, increased the number of locally-repaired parts, designed a specialized KC-10 tool, and worked with AMC engineers to

modify a C-5 aircraft maintenance inspection.

Their combined efforts saved the Air Force more than two million dollars, thousands of hours in labor, and helped the environment by finding substitutes to eliminate the need for thousands of gallons of toxic and hazardous chemicals, recycling, and reducing waste.

The EMS members, noted for their expertise, helped to rewrite the technical knowledge exams used by the entire Air Force, provided specialized training at Dover AFB, Del., and finally, saved the Air Force more than \$3,000. ✈

SIGNING CEREMONY GIVES CLOSURE ON RHEIN-MAIN'S FUTURE

RHEIN-MAIN AIR BASE, Germany — The writing was on the wall for Rhein-Main Air Base for years, but with the signing of an agreement to return the entire base property to the Federal Republic of Germany, Dec. 23, 1999, it was finally in black and white.

The agreement, signed in a ceremony at the base passenger terminal by officials from the U.S. State Department, U.S. Air Forces in Europe, the German government and the German states of Hessen and Rhineland-Palatinate, calls for the complete return of Rhein-Main by the end of 2005. Negotiations for the return began in May 1998.

Frankfurt's international airport, Flughafen Frankfurt Main AG, will be the beneficiary of Rhein-Main's nearly 385 acres, allowing the company to expand its cargo handling and aircraft parking facilities, said Flughafen officials. In return, USAFE will receive a total of DM 730 million to relocate Rhein-Main's contingency and airlift operations to Ramstein and Spangdahlem Air Bases, Germany.

Gen. John P. Jumper, USAFE commander, said the agreement would offer "tremendous benefits" to both German and U.S. interests. "The Air Force will reduce its manpower and operating costs by consolidating Rhein-Main's functions at two existing bases," the general said, noting the move would also provide an opportunity to modernize airlift operations facilities at both bases. "In turn, Germany's premier airport will gain room to expand and to accommodate the future growth of air transportation." According to USAFE officials, Ramstein will take 65 percent of Rhein-Main's traffic load — which totals about 3,900 aircraft arrivals and departures each year — while Spangdahlem picks up the rest.

To accommodate the extra traffic, USAFE planners envision major construction projects at both bases. Using funds from the agreement, Ramstein will receive runway, ramp and taxiway construction as well as new freight and passenger facilities, said Lt. Col. Fred Schmokel, USAFE plans, programs and readiness. Meanwhile, Spangdahlem will need additional parking ramp space, wider and stronger taxiways, and new cargo and maintenance facilities to handle the heavy cargo aircraft that make up the bulk of Rhein-Main's business.

Rhein-Main, perhaps best known for its key role as a staging point for the Berlin Airlift from 1948 to 1949, experienced an initial drawdown in 1995. About half the base property was returned to the German government, and the base population was reduced from about 10,000 community members to about 3,000. In addition to its current role in maintaining contingency operations for deployed aircraft and personnel, Rhein-Main hosts 30 tenant units, including State Department facilities and the Army's processing center for personnel assigned to Germany.

DON'T BE VICTIMIZED BY CREDIT FRAUD

WASHINGTON — If you have been the victim of credit card fraud or identity theft, the U.S. Secret Service recommends the following tips to assist you:

- Report the crime to the police immediately. Get a copy of your police report or case number. Credit card companies, your bank, and the insurance company may ask you to reference the report to verify the crime.

- Immediately contact your credit card issuers. Get replacement cards with new account numbers and ask that the old account be processed as "account closed at consumer's request" for credit record purposes. You should also follow-up this telephone conversation with a letter to the credit card company that summarizes your requests in writing.

- Call the fraud units of the three credit reporting bureaus. Report the theft of your credit cards and/or numbers. Ask that your accounts be flagged. Also, add a victim's statement to your report that requests that they contact you to verify future credit applications. The following is a list of addresses and numbers to the three credit bureaus:

Equifax Credit Information Services/
Consumer Fraud Division
P.O. Box 105496
Atlanta, Ga., 30348-5496
(800) 997-2493 www.equifax.com

Experian
P.O. Box 2104
Allen, Texas 75013-2104
(888) 397-3742 www.experian.com

Trans Union Fraud Victim Assistance Department
P.O. Box 390
Springfield, Pa., 19064-0390
(800) 680-7289 www.transunion.com

- Keep a log of all conversations with authorities and financial entities.

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Federal Trade Commission
600 Pennsylvania Ave. N.W.
Washington, D.C. 20580
(877) 382-4357, or TDD (202) 326-2502

INFORMATION ON INTEL OVERSIGHT

TRAVIS AFB, Calif. — Any 349th Air Mobility Wing personnel who go TDY in support of a local, state, or federal law enforcement agency, including counter-narcotics tours, must stop by the Wing Intelligence Office for an intelligence oversight briefing.

Please contact the 349th Operations Support Flight at (707) 424-5040 if you need a briefing.

RESERVE HONOR GUARD ELIGIBLE TO AUGMENT VETERAN FUNERAL SERVICES

WASHINGTON — An aging veteran population, dwindling resources and expanded requirements have left many base honor guard teams wondering how they will meet increasing requests for military funeral honors.

To address legislation mandating military funeral honors for veterans, the Air Force conducted a symposium in October for honor guard members from the active, Reserve and Air National Guard forces. More than 250 people attended.

The legislation, which took effect Jan. 1, requires a minimum of at least two members of the armed forces to attend the funeral, fold and present the flag, and play Taps. At least one member of the detail must be from the same service as the deceased.

"These are the minimum ceremonial functions required under the new legislation," said Jim Halvorson, chief of mortuary and honor guard policy on the Air Staff. "Previously, the only thing required was that a flag be presented at the funeral of veterans, when requested. We typically did that with a single representative."

For active-duty members and retirees, funeral honors consist of pallbearers, firing party, folding and presentation of the flag, and the playing of Taps.

The Defense Department has tasked the Air Force to be the executive agent in charge of publicizing the military funeral honors program. As part of its publicity campaign the Air Force established:

- * A website for the public to view their military funeral honors entitlements.

- * A toll-free request line for funeral home directors to obtain funeral honors information. The toll-free phone system routes calls to the appropriate honor guard unit for their area of the country.

- * An information kit containing a Military Funeral Honors Directory to be distributed to more than 25,000 funeral homes. The kit will also be available online for funeral home directors to download.

As people become aware of their entitlements, the number of funeral requests is expected to rise. This has honor guard members concerned.

"I think we'll be able to meet the challenge at first," Halvorson said. "But I think after a year or two, it's going to get bigger than our capability is ..."

He said he was disappointed that the wording of the new law states "two members of the armed forces" will perform funeral honors, because that precludes retirees from participating in the honor guard.

"The general counsel researched and found we could not use retirees, because they're no longer members of the armed forces," Halvorson explained. He said there are plans to submit a proposal to get the wording changed next year to allow retirees to participate in honor guard details.

Last year, the Air Force conducted about 7,000 funerals. Halvorson said the number is expected to climb to at least 45,000 over the next year or so.

"We have some concerns right now, as the majority of our bases are stretched thin," Halvorson said. "The honor guard is a volunteer program; however, at over 70 percent of our bases right now, they have to use a quota system to meet the challenge they have today."

Currently, Halvorson said, the Air Force supports all funeral requests. But, only 6 percent of the eligible veterans have requested funeral honors. If projections are correct, and requests go up eight-fold, he said he is concerned the active force will not have the manpower to meet the challenge.

To help meet the anticipated increase, the Air Force is working on a manpower initiative for fiscal 2002 to place full-time honor guard positions at some Air National Guard, Air Force Reserve locations, and active installations that have large numbers of requests.

By funding honor guard requirements, the Air Force hopes to encourage more Guard and Reserve participation.

"We're going to be augmenting the active-duty force at the locations where we have Reserve units or bases," said Lynda Mikanowicz, chief of military support branch, Air Force Reserve Command, Robins Air Force Base, Ga.

"We've been pretty aggressive in trying to recruit both individuals and our honor guard units to get in touch with the active-duty teams and volunteer their services, because we know the demand is going to increase significantly," Mikanowicz said.

The Air National Guard is also stepping up its honor guard recruitment campaign at ANG units. "From the Guard perspective, we are going to make every attempt to support the total force concept," said Jim Bennett, ANG services career field program manager at the Air National Guard Readiness Center headquarters, Andrews AFB, Md.

"The new law will allow us, for the first time, to put our traditional Guard volunteers on orders to perform this important function."

"We all know this is going to be hard to accomplish," said Technical Sgt. Vincent Hampton, honor guard superintendent at Randolph AFB, Texas, "but now that we know who our counterparts are in the Guard and Reserve, we can all reach out to one another and find a way to make it work." For more information on Military Funeral Honors contact Public Affairs at (707) 424-3936.

Promotions Effective Jan. 1



Chief Master Sergeant

Sue L. White, 749th AGS



Senior Master Sergeant

Martin S. Bland, 349th AGS
Javier A. Boyes, 349th EMS
Randall G. Kleinbeck, 301st AS
Patricia R. McReynolds, 349th AGS
ice, 349th EMS
tin, 349th EMS
rujillo, 349th CRS



Master Sergeant

Robert Abillano, 349th AGS
Robert A. Avancena, 349th CRS
John E. Ball, 349th CRS
Kevin M. Ball, 749th AGS
Honesto B. Banez, Jr., 349th AGS
Michael D. Barrett, 349th AGS
Arthur J. Baxter, 70th ARS
Walter W. Bearden, 349th LG
Michael L. Biggs, 749th AGS
Mark S. Blackburn, 349th EMS
Susan E. Boren, 349th EMS
Norman A. Breece, 349th AGS
Andrea C. Brothers, 349th LG
Joseph C. Calabrese, 349th EMS
Emilio E. J. Castellanos, 349th AGS
Clark C. Chism, 349th CRS
Michael A. Coffey, 349th CRS
Laurie A. Conley, 749th AGS
Dennis L. Cosgrove, 301st AS
Emmanuel M. Costales, 349th AGS
Thomas D. Drake, 349th AGS
George S. Duncan, II, 349th AGS
Oliver T. Echivarre, 349th CRS
Ernest L. Evans, 349th EMS
Robert Francis, 349th AGS
Arthur Garza, 349th EMS
Victor A. Garza, 349th LSS



Technical Sergeant

Glenn A. Gathright, 749th AGS
Jerrold G. Gomez, 349th CRS
Timothy A. Haley, 349th CRS
Gregory H. Harrison, 349th AGS
Freddie L. Helmick, 349th AGS
Willis L. C. Hill, Jr., 45th APS
Jon T. Irving, 349th EMS
Donna M. Jasinowski, 349th MDS
Charles C. Jensen, 349th AGS
David A. Johnson, 349th LSS
Dwayne M. Kranz, 349th EMS
Michael R. Kuiken, 749th AGS
Michael K. Lattanzi, 349th AGS
Patricia E. McKern, 349th CRS
Steven J. Mitchell, 301st AS
John A. Munson, 349th AGS
Anthony Pantaleo, 349th EMS
Philip S. Reddy, 349th AGS
William M. Reed, III, 349th CRS
George H. Robinson, Jr., 349th AGS
Wilbert J. Robinson, 349th EMS
Jason M. Rodriguez, 749th AGS
Luis A. Rodriguez, 349th CRS
Roy A. Seisa, 349th CRS
Robert T. Tucker, 749th AGS
James M. Vannostrand, 749th AGS
Neil W. Webb, 349th AGS
Alan K. Young, 79th ARS

Dennis R. Degolia, 349th AGS
Caesar E. DeLeon, 349th EMS
Stephen A. Drummond, 349th AGS
Lance C. Estes, 349th AGS
Albert R. Fougere, 349th EMS
Rafael B. Gaddi, 349th AGS
Purificacion Garcia, 349th CH, Det. 1
Derek Gonzales, 349th EMS
Michael Gonzales, 349th CRS
Randy W. Hale, 349th LSS
Michael E. Hein, 349th CRS
Tajema C. Howard, 349th AGS
Mark R. Jimenez, 349th AGS
Michael E. Johnson, 301st AS
Jason W. Knight, 301st AS
Gary W. Lamar, 349th AGS
Richard M. Larkins, 349th CRS
William L. Lee, 79th ARS
Jeannette M. Louie, 45th APS
Steven O. Low, 349th AGS
Dumaurier T. Malone, 749th AGS
Jason D. Miller, 301st AS
Marshall G. Minnis, 349th AGS
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Rebart A. Ordonio, 749th AGS
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Roger A. Pasion, 349th EMS
Edward G. Pereira, 349th AGS
Philip D. Pezzella, 55th APS
Laurence J. Polk, 349th EMS
Samuel J. Ramey, Jr., 349th CRS
Scott D. Reichert, 349th AGS
Lee C. Rodriguez, 349th AGS
Gary S. Saladino, 349th LSS
Theodore S. Seats, 349th CRS
Larry D. Singleton, 45th APS
Vincent A. Stroud, 349th AGS
Theresa A. Van Hoose, 349th AGS
Gil I. Vicente, 349th CES
Charles S. I. Weaver, 349th AGS
Conrad Williams, 349th LSS
William Wong, 749th AGS
Theodore Wyant, 349th CES
Richard L. Yager, 349th CH, Det. 1
Johnny Yu, 349th ASTS



Staff Sergeant

Derrick Adkins, 349th SFS
Elke C. Angstenberger, 349th MSS
Danielle R. Camper, 349th AGS
George D. Dotts, 349th CRS
Holly A. Fox, 349th MDS
Carlos M. J. Guitron, 349th CRS
Katrina I. Janousek, 349th ASTS
Unha Ko, 349th EMS
Cynthia M. Krasinski, 349th MSS
Michael A. Lowery, 349th CES
Martin S. Lukin, 749th AGS
Kenneth M. Macasaet, 349th CRS
Abhinay K. Mathura, 349th EMS
Martin J. Nolan, III, 349th EMS
Derek Lee Poe, 349th CRS
Benjamin D. Scott, 349th LSS
Ronald E. Silvers, 55th APS
Ronda K. Smith, 82nd APS
John C. Steger, 349th CES
Vincent D. Suich, 349th MAS
Patrick J. Tiaffay, 349th AGS
Paul A. S. Trinidad, 349th ASTS
David J. Walsh, 312th AS



Senior Airman

Alicia I. Cox, 349th AES
Samuel X. Fang, 349th CES
Catherine R. Mattson, 70th ARS
Jennifer L. Miller, 349th MAS
Kimberly O. Orilla, 349th MDS
David J. D. Ozoa, 349th CES
Melanie L. Pascua, 349th CH
Efrain H. Reyes, 349th CRS
Tristina L. Senter, 349th ALCF
Sima Sohrabi, 349th MAS



Airman First Class

Diane K. Johnson, 349th ASTS
Tenya Marie Miller, 45th APS
Rachelle S. Smith, 349th AES

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